

To-day's Advertisements.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 19th day of August next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1899.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 29th July, 1899. [979a]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTRATION OF SHARES of the Corporation will be CLOSED on SATURDAY, the 5th to the 19th day of August, (both Days inclusive), during which Period NO TRANSFER of Shares can be Registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 29th July, 1899. [980a]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, on MONDAY, the 21st August, 1899, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1899, with the Report of the Directors, and to discuss any matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED, from the 8th to the 21st August, both Days inclusive.

By Order of the Board,
C. MOONEY,
Secretary.

Hongkong, 29th July, 1899. [978a]

CUSTOMS NOTIFICATION.

NOTICE is hereby given that WEDNESDAY, the 2nd August (5th Moon 29th day), being the BIRTHDAY of H.M. the EMPEROR of CHINA will be observed as a HOLIDAY at the Kowloon Customs Office, Opium Examination Office and Stations.

All examination of cargo and clearances of junks will be suspended on that date.

E. V. BRENAN,
Acting Commissioner.

Custom House, Kowloon, 29th July, 1899. [977a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

"HAICHING," Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 30th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 29th July, 1899. [976a]

FOR SINGAPORE, PENANG AND CALUTTA.

THE Steamship.

"LIGHTNING," Captain S. Nelson, will be despatched for the above Ports on WEDNESDAY, the 2nd August, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 29th July, 1899. [981a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship.

"NANCHANG," Captain Finlayson, will be despatched as above on SATURDAY, the 5th August.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th July, 1899. [968a]

Intimation.



A. S. WATSON & Co., LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & Co., Limited,
QUEEN'S ROAD, CENTRAL.

ESTABLISHED A.D. 1841

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 29, 1899.

REUTER'S TELEGRAMS.

THE TRANSVAAL AND THE PEACE ASSOCIATION.

LONDON, July 27th.

Lord Salisbury has refused to receive a deputation from the Peace Association to urge arbitration on the Transvaal question.

THE ALASKA BOUNDARY.

It is believed at Washington that a settlement of the Alaska boundary question is probable, by Canada accepting an indefinite lease of a seaport, of which the United States will retain the sovereignty.

WEATHER REPORT.

The Observatory report says:—
On the 29th at 11.50 a.m. Pressure is very little changed and remains near the normal on the China coast and over the Philippines. Gradients slight for S.W. to E.E. winds on the China coast. FORECAST:—Light or moderate S.W. winds; fair.

LOCAL AND GENERAL.

A DISASTROUS fire occurred at Yingkou on the 16th inst. which raged from noon till late at night. The damage is estimated at a high figure.

THE *Kuo Wen Pao* says that at the recent interviews with the Italian and German Ministers, the Emperor appeared to have recovered from his illness.

THE outbreak of plague in Mauritius brought about a panic at St. Louis, the capital. Up to about the end of June there had been forty-three cases of that disease there, followed by thirty-five deaths.

ACCORDING to the *Universal Gazette* a dispute has arisen between some Russian, British, and German merchants regarding purchase of land at Yingkou and the case has been referred to the local authorities.

KANG YI has decided to start from Nanking for Soochow and he hopes to scrape together some \$400,000 at the latter place minkling up with what has been raised at Nanking, \$1,000,000 which will be sent to his Imperial Mistress.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m.—

PROGRAMME.

1. March "One by one" (M. Verli)
2. "Annie" (Florence)
3. "Pastoral scene" (Home)
4. "Quand tu chantes" (Gounod)
5. "Cicero" (Albert)

God save the Queen.

THE following conversation was recently overheard on the top of a London omnibus between a Civilian and a soldier, as they were passing down Parliament Street. Civilian—Does it not make you soldiers wild to see a man, with his breast covered with medals, sweeping a crossing? Soldier—Does it not make you civilians ashamed to see him do it?

A FRIENDLY water polo game was played yesterday afternoon at the Victoria Recreation Club's Bathhouse, between teams from the Royal Artillery and their sister corps the Engineers. The play was fairly brisk on both sides, and both showed individually good swimming but were lacking in combination, more especially the Engineers, this being the first game they have played as a team and they were beaten by 5 goals to 2.

YESTERDAY afternoon, while an old Chinaman was going along the Queen's Road he was set upon by four Coolies and severely handled, being completely taken off of his feet and carried some distance. The object of the men was theft, as they stole \$1 and a belt valued at 60 cents from the man, whose cries attracted the police, two out of the four were captured and brought before the Magistrate this morning charged with highway robbery.

THE *N. C. Daily News* of 25th instant states that up to going to press nothing had been heard of the other two boats with the remainder of the crew in charge of the captain and second mate which left the ill-fated *Nimble* last Friday week. It seems strange, considering one Japanese gunboat is lying idle in port and another at Woosung; that one of these vessels was not sent immediately on receipt of the news of the disaster to search for the boats, especially as the foundering occurred almost at the mouth of the Yangtze.

A LIVERPOOL despatch says:—The Atlantic steamship companies report a remarkable boom in all branches of trade with the United States. Imports of iron, steel, provisions and manufactured goods from the United States are heavy beyond precedent. Exports from Liverpool to the United States, also, are far greater than last year. The passenger traffic is the heaviest in years. Just now, of course, the tide of tourist travel is setting that way, and all saloon berths by the great transatlantic lines are engaged far ahead of the dates of New York sailings.

Oh! Ye, Westerners, what are you doing to the Chinese with your oft boasted civilization? Often has it been credited to the "heaven Chinese" that in one quality he could set an example to the westerner and that quality in some people's estimation is a cardinal virtue, namely, filial duty. To-day two Chinamen were charged at the Magistracy with causing an obstruction by fighting. Imagine the Court's surprise when it transpired that they were father and son. Within the recollection of the oldest official this was the first case of the kind. Both were fined three dollars, luckily for the son he was tried under British laws and not those of his own country under which filial reverence ranks as one of the most cherished of the virtues.

"WV" asks a correspondent signing the name of Victim, "Is it that the Royal Engineers after working hard all the week, have to find Main Guard on Sunday, besides having to perform their own regimental duty?"

We have received from the Editor of the *Kokumin Shinbun* of Tokio a large and handsome volume, well bound in foreign style, though entirely printed in Japanese, containing the Finance Minister, Count Matsukata's Report to the Cabinet on the recent change of currency in Japan, which will be most interesting to students of financial questions who are conversant with the Japanese written language.

THE *Spectator*, in a review of Mr. Samuel Gordon's *Lesser Destinies*, makes the following entertaining extract from the speech of the burglar Mr. Barker at an impromptu festivity organised to celebrate his release from prison:—

"What I specially wants to make the theme of my discourse—as the chaplain used to say—is the present state of the British law. I'll let it down gently, and only say it's the most disgraceful thing as 'is ever laid the cheek to 'is head up in 'istory. I wouldn't mind layin' odds that if Charley Cromwell was to get out of 'is grave to-morrow, and see what a 'ash the beaks 'as made of 'is Magny Carter, 'e'd go straight to Tower Hill and ask the first Tommy he met to chuck 'is cocknut off again, which the regular name for 'is biz is decapitation. The British law, I set 'is about as rotten as can 's meat six days on the road to resurrection."

Mr. Barker must surely in the course of his reading have come across Cromwell's characterisation of British Law as "an ungodly jumble."

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE NAVY LEAGUE MANNING SCHEME.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—I am sorry your correspondent "Peace" should class the worthy President of the Navy League and myself as "Jingoes." Personally I am not a "Jingo" and I would rather submit to almost anything in the way of taxation rather than war, for I know what an awful thing it is for the people, but I again say that the command of the sea is necessary to our continuance as a nation, and I do not think that any one who knows the President of the Navy League will accuse him of "Jingoism," for he has had experience of men and affairs before he came here, and has shown himself to be practical before all things.

The question of wages will be settled by the inexorable law of supply and demand, and though the Navy League do deeply deplore the improvement of the state of the British Merchant Sailor, they are not foolish enough to propose impracticable measures and they know "that Rome was not built in a day." They lay no claim to infallibility and will welcome any suggestion that will tend to a settlement of the great issues at stake, no matter where it comes from. They have no pecuniary interests to serve and their one idea is the good of the Empire.

Yours faithfully,
G. C. ANDERSON.

Hongkong, July 29th, 1899.

HONGKONG SHARE MARKET.

HONGKONG, Friday, July 28th. Messrs. Benjamin, Kelly and Potts, in their weekly share report, state:—Business has been fairly brisk during the week under review and Hongkong and Shanghai Banks, Hongkong and Whampoa Dock, Hongkong Land and Hongkong Ice have all improved considerably. The market generally closes with a firm tendency. Banks.—During the early part of the week Hongkong and Shanghai Banks continued to boom and shares were placed at advancing rates up to 345 per cent premium; afterwards a slight reaction set in and sales were effected at 343 and 344 per cent premium. At the close the market is again firmer with buyers at 345 per cent premium. The London quotation is 263. Nationals are easier and shares are obtainable. Marine insurance.—China Steamers have been sold at \$61 and \$62. Straits are firm with buyers at \$61. Yangtzes have been done at \$112, \$115, \$120 and \$122, closing with sellers. Fire Insurance.—Both Hongkong and China Fires are obtainable at quotations. Shipping.—A good number of Hongkong, Canton and Macao Steamboats have changed hands at \$324 and \$324, the market closing with sales and sellers at \$324. Indo China has been done at \$62 and \$63. China and Manilla have been sold at \$91. Douglas Steamships after small sales at \$55 are wanted at \$64. Star Ferries have been placed at \$163. Refineries.—China Sugars are out of favour and have been sold at \$172 and \$171. Luvoins are quiet with sellers at \$55. Mining.—Punjoms are obtainable at \$124. Queen Mines have been fixed to a fair extent at 50 cents. Jebebus have been sold at \$134 and \$14. Rauba have improved slightly and have been done at \$63 and \$64. Olivers 'A' have advanced to \$7 sales, and 'B' to \$6 sales, owing to favourable news from the mines. Great Eastern and Caledonian have again come into demand and after sales at \$1,700 are wanted at \$2. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have experienced a sharp rise and have been done at various rates up to 425 per cent premium, closing with further buyers. Kowloon Wharf shares have been negotiated at \$97, \$96 and \$96. Lands, Hotels and Buildings.—Hongkong Lands have recovered their dividend and have been taken off the market at \$94, \$97, \$98 and \$99 ex the dividend of \$24 paid on the 25th instant, and close with further buyers. Kowloon Lands have been sold at \$30. West Point dropped to \$24 sales, but are again steadier with probable buyers at \$33, cum the dividend of 75 cents due to-day. Hongkong Hotels have been sold at \$106, \$107 and \$108 and close firm. Humphreys' Estate are quiet and are, obtainable at \$114. China Providents are wanted at \$9.70. Cotton Mills.—There is no business to report in stocks under this heading. Miscellaneous.—Green Island Cements have been done at \$28 and are wanted. A. S. Watsons are a shade firmer and are enquired for at \$167. Electrics have been sold at \$13 and are wanted. Ropes can be placed at \$18. Ice has jumped their dividend and have been done at \$24, ex the dividend of \$2, paid on the 25th instant. Campbell Moors are enquired for at \$14.

THE PLAGUE.

Cases reported to 28th instant:—
Do. do. during past 24 hours:—
Total:—7,318
Deaths reported to 28th instant:—
Do. do. during past 24 hours:—
Total:—24

PRESENTATION OF HONOURS.

This morning, after the usual Saturday morning drill parade of the Royal Engineers at Wellington Barracks, when the men were formed up ready for dismissal, Major Jeffreys, R.E., came on to the parade ground and requested that Sappers Stringer, Dagnall and Bracken of the 35th Co., R.E., might "fall out." Major Jeffreys then congratulated them on the part taken by the members of the Corps in the Sudan campaigns and presented the two former with bars for the medals already received in commemoration of the battle of Atbara and the taking of Khartoum, while to Spr. Bracken he gave a "bar" for general service during the campaign of 1897 in the Sudan. We are informed that all the medals for 1898 have not yet been distributed and as there are about 30 men belonging to different corps now in the garrison that have not yet received theirs, a grand parade will be ordered on the Happy Valley, when this honour will be bestowed upon them.

GLEANINGS BY THE WAY.

Your Gleaner has been overcome by the heat, Mr. Editor, and not on account of being on a jury, either in that oven the Supreme Court. By the way it has struck me that His Honour made a great mistake the other day in shifting the jury when the rain came in upon them. Why did he not order in a supply of bathing suits for their accommodation? Then they could have sat in the box with the cooling rain going drip, drip down their backs and they would have been refreshed and invigorated. Truly, the Supreme Court is a most trying place this hot weather, and I wonder why the Government have not introduced a few electric fans, they would be much more effective than the slowly waving punkah, which serves to irritate one more than cool, owing to the monotony of its motion.

Talking of fans reminds me of a dinner at the Istana at Kuching, in Sarawak, in the days of the original Rajah Brooke of immortal memory. There, punkahs were dispensed with, but behind each guest was stationed a neatly clad Dyak, who gently waved an immense palm leaf fan, such as one reads of at the courts of Oriental princes. There was no squeaking of the punkah rope, and the breeze, striking on the back of the neck instead of in the top of the head, somehow seemed to have more of an air of reality and coolness than can be got from the ordinary punkah of civilization.

I dropped across your tame naturalist the other day. He was seated on a rock on the hill-side, mopping his forehead and looking exceedingly disconsolate, so I approached and politely enquired the cause of his dejection. It appears the poor man was puzzled and admitted it. He is often approached by Tommy Atkins to name butterflies, or birds, or any of the thousand and one things that arouse the curiosity of the soldier in the annals of his soldier. It seems a soldier came to have a bird named and forgot to bring the specimen with him. His description was amusing. "You see, sir, it's a square built bird, it ain't got no particular colour 'an as a thunderin' big beak 'an only eats 'am." No wonder the mild-tempered naturalist was puzzled.

So it has been reserved for poor little Surrey to defeat the Australian team, and very well they did it too, by 104 runs. By the way, a letter received by last mail from home gives an explanation of the long series of Australian victories, which I have not seen put forward before. The writer draws attention to the fact that the bulk of the matches have been played in extremely hot and dry weather. Weather to which the Australians are used and the English are not. Cannot this have something to do with the case?

What has gone wrong with the young man who is supposed to look after the Post Office notice board? For three whole days the announcement stood to the effect that the French mail left Singapore on "THIS DAY." It was expected in the 30th, it happened to stall past the Post Office again this morning, at about eleven o'clock and the notice read "ERNEST SIMONS WITH MAIL OF 30TH ULT. WILL LEAVE SAIGON AT 3 P.M. TO-DAY, DUE 30TH A.M." What a flyer the mail boat must be if she can reach here from Saigon in less than twenty-four hours!

"E acts like a fool 'an beaves like a beast," says Kipling, with reference to the antics of the young British soldier, and certainly he seems to try to act up to his reputation in Hongkong, now and again. Last night three young British heroes, being full of what they called fun, upset a few rickshaws and then started kicking at a door. Their boots were heavy and the door was weak, and the result was that the three appeared before the Magistrate; two escaping punishment for want of evidence against them and the third being mulcted in a ten dollar fine and five dollars compensation. Just now the officers of the regiment stationed here are striving their utmost to provide healthy amusement for their men, and if only some of the youngsters would appreciate the fact that they can best please these same officers by acting more like men and less like infants I have no doubt that such idiotic frolics would cease. What do you think about it, Mr. Editor?

Why is it, Mr. Editor, that we never see any mounted police nowadays? I am told that there are saddles and bridles and all sorts of other gear safely stored away at the Central Station, and yet our outlying roads, despite the robbery of which we hear so much, are patrolled by a force of footmen, who are patrolled at a distance of a horse in the Police. Force occasioned by an increase in the price of beef? But that's libellous, I suppose, so please scratch it out. Look at the Kowloon peninsula. Long roads have to be patrolled there and a mounted man could cover the ground three or four times in the time taken by a man patrolling on foot. I know some of our police can ride; they have to do so, and there would be no necessity to mount those weighing over fifteen stone; they could be put on city duty.

I was talking to a man well versed in the subject of plague, the other day (for I have a few intellectual friends, Mr. Editor, in spite of all that you may insinuate to the contrary) and he told me that it has been observed that those who wore shoes and stockings very seldom contracted plague. Judge, then, of my horror, when I was confronted in the street by a "European" couple apparently of the genus globe-trotter, leading by the hand three well-dressed children, who tripped along without any other covering to their feet than what was provided them by Nature. Doubtless shoes and stockings are a nuisance to children, but does it not seem running unnecessary risk to take the little ones abroad bare-footed in a plague infected city? I am a shy man, Mr. Editor, and I did not like to stop a male parent in the street and explain my views on the subject of the lurking plague bacillus, as I was afraid that he might call me an impudent ass, so you do when I talk about a globe-trotter, my Gleaner, and not more than that.

modest cheque that they elicit, but if this meets the eye of any friend of that globe-trotter I hope that he will bring it to his notice.

I have been told that there is an officer of the Public Works Department whose duty it is to inspect and pass all newly erected houses before they can be inhabited. It is interesting to hear that such a person exists, and the information really came as a surprise to me. I met a friend the other day who has just moved into a new house. I asked him how he liked it and received a long list of the woes which he had to endure. It seems the roof has been faultily constructed and lets the water in, while behind the chimney-stacks nice little ponds of water collect: whenever it rains (he's going to keep goldfish in them soon) and the water is apt to soak through and bring the plaster down in big lumps. Then, at the back of the house, the eaves do not project sufficiently and there being no eave-gutters, the drippings from the roof run down the walls, keeping the house constantly damp. He had a lot of other grievances, but I don't like to put them in print, as he might be too much affected at seeing his woes thus made public. He is now looking for that P.W.D. man who is supposed to say that a house is fit for habitation before it can be occupied. I suggested that he should see his landlord, but he explained that the landlord was a company, and some of the board were big men. He added that he preferred to wait till chance threw him in the way of the P.W.D. official and so, after disclaiming all connection with that Department, I withdrew. What a strange aversion some folks have for water; my friend got quite annoyed when I suggested that the state of his roof saved the expense of fixing a shower-bath, and made some most uncalled-for remarks about my frivolity.

GLEANER.

IMPERIAL DECREES.

21st July.
PROMOTION.
Yuan Chang, a member of the Tsungli Yamen (formerly Taotai of Wuhu), is appointed Director of the Imperial Stud Court.

22nd July.
K'uei Shun (Menchu) is appointed General of Division in the Shanhaiwan Army.

23rd July.

RETIREMENT OF A MANCHU NOBLE.
Kuo Le-min, Consort of an Imperial Princess, petitions that his leave of absence being about to expire he still finds his health very bad, and therefore prays that he be allowed to resign his post as Brigadier-General and Superintendent of Customs of Manchuria, Great Wall. His prayer is hereby granted and he is permitted to retire to his Banner (Reservation for estates).—*N. C. Daily News.*

STRANGE BELIEFS.

Many so-called educated Chinese firmly believe that a kingdom exists where all the inhabitants are pigmies; one where all are giants; another where all are women and still another, where every person has a hole through the centre of his body, so that by means of a pole thrust through this hole, they may be carried from one place to another. In substantiation of this belief they say that they have seen pictures of them! It is believed by some here that we foreigners have no knee-caps!

CHINESE CUSTOMS.

In view of drought says a correspondent of the *N. C. Daily News*, the heathen resort to unheard-of devices in their vain petitions and repetitions for rain. The people of Huashien had determined to make a desperate attempt on the 20th of last month to induce the gods to bring rain. Ten men were chosen to walk the streets of their city, wearing nothing but their trousers, each carrying in his teeth an iron nail about seven feet long, fast allowing it to be pierced right through both cheeks. Fortunately for the poor victims there was a thunderstorm on the 19th.

THE TOTAL ABOLITION OF EXPORT DUTIES AND SILK SHIPMENT.

In view of the total abolition of export duties in Japan from the 17th inst., it is said, no shipment of silk has been made by the last three steamers, the *City of Peking*, *Ryokun Maru*, *Kosaka*, which left Yokohama for the United States and England on the 12th inst. The duty on silk, it may be added, is the highest of all, the rate being 23.65 per cent ad valorem.

AMERICAN SOLDIERS IN TOKYO.

JAPANESE COURTESY.

Many of our readers in Tokyo, says the *Japan Times* of 14th instant, must have come across yesterday parties of American soldiers from Manila now on their way home by the transport *Itanouchi*, which entered Yokohama early on Thursday morning. As the ship is to leave the harbour on Saturday, fully six hundred of the soldiers not laid up with wounds or illness availed themselves of the opportunity and came up to the capital for sight-seeing. Just as the express train carrying them arrived at Shinjimbashi, a large number of college students happened to be there and as the rather fatigued-looking "strangers" in strange looking uniform emerged from the cars the boys' curiosity was aroused. They were wondering where the boys who were foreign, could be just at that moment a police sergeant, who had been previously apprised of the coming of the soldiers, was struck with a happy thought and told the students that the foreigners were American soldiers who had fought bravely in the Philippines for the glory of their country and were now going home. "Now," continued the sergeant, "were I able to speak English, I would willingly take them about the town and show them the sights. Can't you spare a few hours and act as their interpreters?" The sergeant touched the right chord, the hearts of the boys, and they at once responded, "All right, Sir," and a moment later the boys were seen leading groups of the visitors in different directions. The incident in itself was trivial, but associated with the Imperial Rescript and Ministerial Instructions recently issued about the operation of the revised Treaties it may mean a great deal.

PAPER BELTING.

Mr. Ishida Yekichi, an engineer employed in a paper mill in Tsuyama, Mimasaka, is reported by the *Asahi* to have discovered a way of making strong belting out of paper. This paper belting has been tried several times and proved better than the leather belting, as it runs very evenly and is not less strong than the leather belting. It is a great improvement on the present paper belting, which is very weak and difficult to get right. Mr. Ishida now consults himself on his discovery.

THE PROPOSED SETSU ELECTRIC TRAMWAY BETWEEN OSAKA AND OSAKA.

The formation of the Setsu Electric Tramway Company, promoted by the capitalists of Osaka and vicinity, was officially sanctioned on the 12th ult. The object of the company is to construct a tramway of 22 miles between Osaka and Kobe. The first general meeting of the company's shareholders was held on the 7th inst. at the Kobe Chamber of Commerce, when it was decided to introduce some amendments in the bye-laws, to re-name the company as the Han-Shin Electric Tramway Company, and to make one-fourth call on the shares (50 yen per share) not later than August next. Arrangements were also made to send Mr. Misaki, the chief engineer, abroad, to make investigations on the tramway systems in the West. The date of his departure, however, was to be fixed later on. A contemporary learns that the company intends to complete the laying of the whole line within the next ten months. It is stated that its shares are much wanted, but that few are offered for sale.

A BIG FIRE.

Particulars of the big fire at Arai, Niigata prefecture, are to hand. Shortly after 12 o'clock on the night of the 8th inst. fire broke out in a house occupied by a farmer named Motozo Wada. A strong southerly gale that had been blowing since early morning of the day soon helped the flames to spread in all directions, destroying some 30 houses before the fire brigades could be on the scene. Meanwhile the inhabitants at Yokouchi and Yatsuya, located about one mile off from the scene of the fire were suddenly set on fire by the burning embers which fell in showers over those towns. So the fire went on raging furiously at several places. Nearly all the houses of the place and upwards of 400 houses were reduced to ashes before the fire was wholly extinguished. The cause of the accident is said to be the upsetting of a lamp. The fire caused damage valued at over 170,000 yen. The Meiji Fire Insurance Company has paid out about 7,000 yen in payment for 22 risks.

JAPANESE NON-COMMISSIONED OFFICERS.

A change in the regulations governing the treatment of non-commissioned officers, which will be introduced before long, may be summarized as follows:—At present the non-commissioned officers are subdivided into special service sergeants-majors (*lokumun saicho*) (treated as commissioned officers) sergeant-majors, first sergeants, and second sergeants. But according to the new system, 1st and 2nd sergeants will be amalgamated under the titles of sergeants, the rank of corporal being created to rank next to sergeant. Sergeant-majors are at present allowed to reside outside the barracks to which they belong only under special circumstances, but this privilege will be extended to sergeants in general without any condition. Changes in the scale of salaries favourable to non-commissioned officers will be introduced. The pay of *lokumun saicho* will be increased from 14.50 yen per month to 30 yen; that of sergeant-majors, which now ranges from 8.01 yen to 8.61 yen, to about 7 yen; that of sergeants, which now ranges from 4.53 yen to 5.42 yen, to from 6 to 9 yen. The monthly allowance for corporals will be about 1.70 yen or 1.80 yen. The schools for non-commissioned officers are to be abolished and the training of non-commissioned officers will be entrusted to

THE STRANGE INTERMENT AT SINGAPORE.

The *Singapore Free Press* of the 22nd inst. says:—We are very glad to be able to say, and our readers will be glad to hear it, with reference to the case of the unfortunate man Martyn who was drowned from the U.S. cruiser *Yosemite* and was buried on Blakan Mati beach, near where the body was recovered, that the body will be buried this afternoon in the Cemetery. This kind act of giving the poor fellow Christian burial has been undertaken at the sole expense of an American lady living in Singapore. There has been a certain amount of difficulty in getting all the arrangements to this effect made, but everything was at last arranged satisfactorily about the exhumation and the funeral and Capt. Crawford has kindly lent a launch for the purpose of bringing the coffin up to Johnston's Pier this afternoon.

TOMMY ON "THE MAN OFF THE YOSEMITE."

Thus Joss Chinchinows in the *Singapore Free Press* on the burial of an American sailor drowned from the *Yosemite*, an account of which appeared in a former issue:—Drop 'im in a six-foot ole on Blakan Mati beach. Up above the water-mark were the tide won't reach. Where the bloomin' ebb an' flow won't disclose the sight. Wo's the price of sailor men on the *Yosemite*?

We are foud o' grumbly' w'en we do not get our rights. Naturally kickin' at supercilious slights, But at least a British ship, w'en 'e doesn't die in war, Gets a sort of burial that life's worth livin' for. Turns the rides upside down—All the regiment go. Playin' of the soft Dead March—walkin' very slow. Ridin' like a Humpreer an' fit to bust with pride; That's how Tommy Atkins takes 'is last long ride.

But a Yankee sailor-man—Ain't 'e any good? Doesn't anybody care? Surely someone's got. Think of 'is old mother far away in Yankee land. Thinkin' 'ow they pitchforked 'im underneath the sand.

Ain't there no Americans 'o'll ask to dig 'im out. And take 'im where the sea-snakes aint a-crawlin' 'im? True 'e's any senseless clod—but still I guess 'e'll know. An' 'e'll speak a word for those 'oo 'elped 'im doin' so.

THE FUEL OF THE FUTURE FOR STEAMERS AND WARSHIPS.

The P. & O. and other steamship companies are within a measurable distance of the time when they can enjoy great benefits from the public, while largely increasing their own dividends. Fuel, a ton of which has the heating power of two and a-half tons of coal, and which costs much less, will be available in quantities equal to any conceivable demand. It has been for some years in use on a very considerable scale in the Caspian and Black Seas, and even in the Mediterranean. This fuel is the product of the distillation of the crude oil obtained in the region round Baku in unlimited quantities and is known locally as *astaki*. It is a light, clear, and odorless liquid, and gives much interesting information derived from personal observation as to the extent to which this fuel is used. Nothing else, he tells us, is burned on the railways of Central Asia, the Caucasus and Southern Russia, on the Black Sea, Caspian and river steamers, and in the innumerable industrial works springing into existence around the Sea of Azov. Besides its superiority in heating power, it has the great advantage of dispensing with stokers; all that is required is an attendant to turn the tap connected with the sheet-iron tank which has been filled with fuel, or by pumping. A current of air or of steam driven at high pressure through a nozzle, called a pulveriser, carries with it the liquid fuel in minute subdivision into the tubes of the boiler. The white spouting flame has a hundred and fifty per cent. greater heating power than coal. Steam is produced, it might almost be said, instantaneously. The principle is practically the same as that of the Primus Stove, Nansen's faithful companion in Arctic expeditions. At Baku, *astaki* is sold at ten and a half pence a ton. When the pipe car has been filled, it will be delivered at the steamer's side at about sixteen shillings per ton, a price which will render the competition of Cardiff coal out of the question. There are no ashes, cinders or other debris to be got rid of, no smoke, litter or dust. The comfort of the passengers on board, delivered from the coal-bond, will be greatly increased, while the steamers will be able to utilise for cargo nearly two-thirds of the space now given to the storage of coal. There is also a considerable saving in wages by the elimination of the stokers. *Astaki* is described as a dark, viscous fluid, not more inflammable than vegetable oil, and less so than coal, which, as a recent experience on one of our great liners has reminded us, may take fire from spontaneous combustion. As we have said, *astaki* is the fifth product of the crude oil which is distilled in iron boilers holding forty or more tons. The temperature is raised by passing superheated steam through tubes in the boilers. Benzene and gasoline are first taken off, then kerosene, and a specific gravity next of all which is of a higher flashing point, what is left being of a far greater specific gravity than either and is treated as *astaki*. This latter is not only an invaluable fuel for heating steam boilers, but can be made to yield by distillation when mixed with superheated steam, three descriptions of lubricating oil, the spindle, the machine, and the cylinder, which are in great request in Manchester and in Bombay.

THE BRITISH ARBITRATION SCHEME.

The following is a succinct résumé of the British proposal for a permanent tribunal of arbitration, which was submitted by Sir Julian Pauncefote to the Peace Conference, and defeated by the opposition of Germany. The Court is to be called the permanent tribunal of international arbitration. It is to be founded for the purpose of facilitating arbitration for States which cannot dispose of their differences by ordinary diplomatic negotiations. It is to be accessible at any time, and to be governed by stipulations and rules of procedure that will be contained in a convention—at all events, so far as they harmonize with any special conditions that may be adopted independently by the litigants. A permanent office is to be established at Bern, The Hague, or Brussels, where will form the headquarters for all the official business of the Court. A permanent secretary and keeper of the records and the necessary personnel are to reside on the spot. This permanent office is to assemble the tribunal whenever litigants apply for its intervention. With regard to the selection of an arbitrator, each of the States accepting this convention is to submit to the other States the names of two persons of high character and integrity possessing the necessary qualifications. They will be ex officio members of the tribunal. In case of a vacancy, by death or other causes the name of a successor is to be communicated in the same way to the other States. When the services of the tribunal are required by any States in disagreement the application is to be made to the secretary at the central office, who will give the litigants the list of members of the tribunal, from which they will select such number of arbitrators as may be provided for in the arbitration agreement. They will be at liberty to choose as arbitrator any other person whose name is not contained in the list, which will meet at a date to be fixed by the litigants. The tribunal will hold its sittings at headquarters, but will have power to sit elsewhere as its own convenience or that of the litigants may suggest, or even to change from time to time as circumstances may make convenient. States that do not sign the convention may nevertheless avail themselves of the tribunal on the conditions stipulated therein. When once the convention has been signed, it is proposed that a permanent council of administration, consisting of five members and a secretary. This council will establish a central office, to be under its own control and management. It will make rules and regulations for the working of the office, and will deal with all questions that may arise in connexion with the working of the tribunal and also those that may be submitted to it by the central office. Its powers as regards the appointment, suspension, or dismissal of any employee will be absolute. It will fix their salaries and control the general expenditure. The council will elect a president, who will have a casting vote. Three members will form a quorum, and the decisions of the council will be governed by a majority of votes. The remuneration of the members is to be fixed from time to time by agreement among the signatory States. The latter will pay equal shares towards the expenses of the institution and the maintenance of the central office and of the council of administration, the cost of arbitration, including the remuneration of the arbitrators, to be covered in equal proportion by the litigants.

The population was less than 13,000, it now 120,000. There are over two hundred refineries, and the Tartar and American owners of the land demand twelve shillings a square yard for as much as they can be induced to sell. Baku is surrounded on three sides by land some eighteen miles long and two miles in width, the thin crust of which covers a sea of petroleum. The Caspian is 85 feet lower in level than the Black Sea, and the oil, produced in immense quantities in the volcanic mountains in the north-west flows by natural gravity to the neighbourhood of Baku. The north-east and the north-west of this belt are exploited, the intervening area has yet to be tapped. The whole of the Apcheron peninsula, of which the Baku district is part, overlies a sea of petroleum. In some places, when tapped, the oil flows forth in a fountain of dangerous magnitude and is difficult to control. A chance spark may set the whole in a blaze, and carry destruction for miles around. Less dangerous, if more costly to work, are the wells seven hundred to eight hundred feet deep, from which the oil is drawn by an ingenious process. A valve tube, capable of holding 720 pounds of oil, is lowered into the well, raised and emptied in a minute by steam power which is in itself a source of danger, as the carelessness of the men may at any moment cause a conflagration entailing the destruction of the works, which may easily extend to the neighbouring establishments. Insurance companies recoil from the risk, for in an hour incalculable damage may be done.

The only effective precaution against fire is for the land company concerned to acquire a considerable area of land around the works, and thus as far as possible isolate themselves from external danger. This means the locking up of a great deal of capital which may not be recouped. The boring may find but inadequate supply of oil, or on the other hand may set free what a gold mine might call a "pocket" of oil, which would burst forth with uncontrollable force, and in a short time exhaust the spring. The risks are heavy, but on the other hand the prizes are enough to tempt even the most timid. Mr. Skrine gives a typical instance for what may befall. Twenty years ago, an Armenian, in partnership with a Tartar, with the Russian name of Taghiyeff, bought a perpetual lease of twenty-eight acres of land in the Bibi-Abad Basin. This cost them £1,300. They expended what was left of their first capital in sinking wells, but though there were traces of oil, they did not light upon any in paying quantities. The Armenian lost faith in the enterprise and sold his share to Taghiyeff, at cost price. Forthwith, oil was struck, and flowing well a day for several weeks, and worth 12,000 tons. The unhappy Armenian blew his brains out on seeing what he had lost. Taghiyeff, who can hardly sign his name, is worth over two millions sterling. A few months since, he sold this lucrative property to a London limited company for a hundred thousand pounds. The Tartar might now, in his turn, blow his brains out for this English company had scarcely begun operations when they struck another fountain of oil larger than the first. In the last ten years, the increase of the output of petroleum in the Baku basins has been little short of a thousand per cent., the quantity raised last year being 7,000,000 tons. Now that the oil has been found in far larger areas to the north-west, it may be confidently expected that the use of "astaki" will become very prevalent in the mercantile marine, and above all in the navies of the great Powers. Both Russia and France have under construction warships which are adapted for either petroleum or coal. The supersession of coal by "astaki" will nearly treble the time which warships can keep the sea without seeking fresh supplies of fuel.—*Bombay Gazette.*

ABOUT AMERICAN TRUSTS.

A new industry has had a great development during the last year—that of trust-promoting, in which hundreds—perhaps thousands—of men are now engaged. While there are many failures in this new industry, a dozen men have during the last eight months made enough money to buy up all the claims in the Klondike. One unusually successful man is said to have received between \$30,000,000 and \$40,000,000 in stocks for his work in organizing trusts. Out of this amount he has had to pay the expenses of securing opinions and charters, and, in some cases, to share with other promoters. His net proceeds, however, at present market prices of stocks, probably exceed \$1,000,000 and may be twice that sum.

While there is no fixed percentage of stocks allowed to promoters or claimed by them, 3 per cent. of each kind of stock is often allowed and is apparently about the minimum ever received. The promoters of the Republic Iron and Steel Company are said to have received \$5,000,000 of common stock. Those of the National Tube Company and of the American Steel and Hoop Company are also said, in each case, to have received \$5,000,000. The promoter of the American Tube Plate Company received \$10,000,000 of common stock, now worth over \$4,000,000. He is said to have virtually purchased the plants with his own capital and at prices unknown to the various members of the trust. So that while \$18,000,000 each of common and preferred stock were set aside with him to purchase plants, it may be that he made even more than the \$10,000,000 of common stock allowed to him.

Of course such profits are alluring to men of ambitious minds, and hence it has come about that more men are now prospecting in this field in western gold mines. Manufacturers not yet in trusts are being pestered by promoters and are saying to their office boys, in stereotyped language: "Tell him I am too busy to see him to-day. Confound that fellow! He's been here every day this week." It is more than probable that the trust promoter is largely responsible for the recent trust craze. His smooth talk, flattering promises, and too often his false statements or insinuations concerning competitors who are represented to have given options and are "coming in" have brought many men into trusts against their wills. There is, however, no retreating of steps for any one who has joined a corporate trust.

The bankers also are responsible for a part of the trust craze and for most of the over-capitalization. Promoters can accomplish nothing without the aid of bankers to underwrite and float the trusts. While bankers may have intended to hold the preferred stock of trusts down to the actual value of the properties consolidated—a share of "common" stock going as a bonus with every share of preferred and the surplus common going to the promoters and underwriters—they have made great departures from this principle. In not a few cases the face value of the preferred stock has been two or three times the actual assets. In one case the assets, excluding "good-will," are said to be only about \$500,000, although the capital is \$1,000,000, one-half of which is preferred stock. But in this case the "good-will" has been acquired by the expenditure of millions of dollars in advertising and is a very valuable asset. The preferred stock is selling close to par and is probably worth that price.

The trust movement in its aspects as a promoters' craze will subside when the bankers refuse financial support to trusts which are paying three or four prices for plants and which are capitalized—as most recent ones have been—with little reference to first cost or to cost of duplication, but almost entirely with reference to the earnings as calculated from present high prices. The bankers are now said to be doing "As a consequence scores of would-be trusts are being pinched. Some of them, after being examined by search-lights, will get through. In most cases they will be held up until the options on the plants expire, when the promoters will start fresh and try to obtain new and more reasonable options.—Abridged from the *American Review of Reviews.*

TRUSTS AND LABOUR.

It is true that this warping or dwarfing influence is a feature almost peculiar to modern industry. At least, it has very much increased with the growth of modern methods. The further back we go the more we find the condition where the employer was an easy-going, paternal kind of man, largely a public character, the mayor of the town, the adviser of the widow, and a sort of godfather to the community, and we go still further back, where there were practically no employers and everybody worked for himself, this element did not exist, but barbarism was the lot of all. Neither was there any dislocation of labour in that primitive simple state. Both these phases of seeming sacrifice have come with the colossal movement of progress. It is fortunate for society, that this whole movement is concentrating the dwarfing responsibilities for the wealth-getting efforts of the world to a smaller and smaller proportion of society and distributing the results to an ever-increasing number.

For instance the wage and salary system, which is a part of this progress, harnesses a constantly increasing proportion of the workers as simple productive automata, where their hours are prescribed, their wages fixed, the quality of their efforts specialized almost to the point of monotony. In proportion as their duties become automatic they become unexciting, and to that extent the nervous force and vital energies of the people are reserved to be let loose in the sphere of social activities in which the gratifications of the higher side of life come. In the lines where this reaches its highest perfection, the drudgery or exacting side of earning a living is measured by the hours of daily application. In proportion as these can be shortened, the world of social expansion and round human cultivation is enlarged.—*Guntton's Magazine.*

HOW DO TRUSTS CONCERN THE PUBLIC?

But how does it concern the public whether the necessities and luxuries of life are supplied to us by gigantic corporations or by private individuals? Other circumstances being the same, is it a matter of any importance to us whether the cow which gives milk for our table is owned by our neighbour or by a new company that has bought his cow and all the other cows whose milk could compete in the same market? From the standpoint of the consumer the simple fact of the ownership, or control, of any "product" is of no consequence. The important considerations are: "How does the new control affect quality, price, and supply?" If none of these conditions are unfavorably affected, and any one of them is changed for the benefit of the consumer, the new management is justified, from his standpoint. Every individual is necessarily a consumer, so that such an argument appeals to the whole population.

Trusts, as an institution, have certainly come to stay. Probably before many years the trusts of Europe will be seeking alliances with those in this country. This unification of the industries of the world will be the inevitable result of modern transportation and intercourse. Traffic and other barriers will be crumbled before the incessant demands of commerce.—*Arctic American Magazine.*

THE IRON ORE PROBLEM IN ENGLAND.

Home papers report that in Lancashire there is considerable excitement in the hematite pig-iron trade over the growing scarcity of local ore, which has more and more to be supplemented by Spanish ore, which in turn is getting scarcer and dearer. In Manchester prices in all branches of the iron trade are moving upwards. Engineers and makers of structural material are particularly busy. In Staffordshire the iron and steel markets are very strong, and foreign inquiries are increasing. In Sheffield prices are advancing rapidly, owing both to the strong demand and the higher cost of material. In South Wales makers are putting up prices all round. For heavy rails £5 12s 6d. is now asked, and for light £5 15s 6d. and £5 16s 6d. Tinplate makers are active on one side, and some good orders have been booked recently. Welsh bars are quoted £7 5s. to £7 7s. 6d. steel sheets, ordinary, £8 to £8 10s.; galvanising sheet, £10 15s. The imports of Spanish ore are large.

A PRINCE BECOMES PLAIN MR.

The young Hereditary Prince of Isenburg-Biedingstein, on succeeding in April to his father's title and estates, found, according to the *Tagblatt*, the latter to be so hopelessly encumbered that there would be nothing left for him after satisfying all the creditors. He therefore, with wonderful good sense, decided to drop his title, legally register his name as plain Charles Isenburg, and earn his living by entering a bank as an ordinary clerk. He hopes in course of time to rise to the position of manager, with a few hundred pounds a year. In these degenerate days, adds the journal, when wealthy parvenus are striving to obtain titles by hook or by crook, it is refreshing to find a titled man who is anxious to become a mere civilian.

STRANGE CASE OF PERSONATION.

A SECOND TICHBORNE CASE.

The Vienna Correspondent of the *Times* states that efforts are being made by the Vienna police authorities to throw light upon the real motives of an impostor named Charles Gunn, who is alleged to have been trying to pass himself off in Vienna as the late Lord Charles George Archibald Hamilton, a brother of Countess Mary Festetics (daughter of the late Duke of Hamilton), who resides in Vienna. The investigations have thus far resulted in the discovery of a document which would seem to point to the possibility of his being concerned in a conspiracy similar to that of the notorious Tichborne claimant. This was a newspaper cutting found in a possession which purports to be a copy of an affidavit sworn by him at Pretoria on August 9, 1897. In this affidavit he states that he is Charles Archibald Hamilton second son of the 11th Duke of Hamilton and of Princess Mary of Baden. The document then goes on to declare that he left England in consequence of a duel in 1880, and that his death was established before a Court of Justice. A coffin which was prepared according to his own instructions was stated actually to have been laid in the mausoleum at Hamilton Palace, and could be opened and examined at any moment. The affidavit concludes by stating that his object in making it is to secure the right of his name to the title. The affidavit, which is signed Charles Hamilton, formerly Gunn of Gunn, was sworn before Edward Cohen.

If Gunn was in reality an embryo claimant the admissions he has made in Vienna have practically destroyed his power of mischief. He confesses that he assumed the name while living in Cape Colony, but says it was solely for the purpose of securing greater consideration and without any ulterior motive. He is, he says, a native of Glamorganshire, in Cape Colony. He made the acquaintance of Lord Charles George Archibald Hamilton in India, where both were officers in the Army. He himself sold his commission in 1867, and after passing some years in England and Scotland returned to the Cape in 1871. There he devoted himself to diamond mining with such success that he was ultimately in a position to acquire mines on his own account. While at the Cape he made the acquaintance of his companion, or accomplice, John Sanders, under his assumed name of "Lord Hamilton." He states that it was Sanders who induced him to go to Europe and introduced the expense of the journey. Sanders disappeared immediately before the arrest of Gunn, and the police are disposed to regard him as the real instigator and moving spirit in what ever scheme the two worthies were engaged in. Gunn, who is described as a tall man of powerful physique, does not give the impression either of good breeding or of intelligence.

WAR AS A SPORT.

Among sports war takes first rank. No sport seems to rank very high which is not arduous and somewhat dangerous. War is the most arduous and the most dangerous exercise we know. It has been extended and faithfully practised since civilisation began. It is glorious in some particulars, and it brings out some fine qualities, as well as most of the bad ones.—*Scribner's Magazine.*

MIXED THE BABIES ALL UP.

At Orange, W. Va., last Saturday births took place in two families living in the same house. In one case twins arrived, and a single baby in the other. The trio of new-born babies, dressed alike, were placed in one bed to cause the father of the twins to believe that his wife had given birth to triplets. The joke worked nicely, but when the time came to separate the infants and restore them to their respective mothers the difficulty of identity could not be solved by the women in attendance, who suddenly became shocked, hysterical, and fainted. The identity still remains unsolved.—*Chittenden Engineer.*

IN THE TREATMENT OF INEBRIETY.

A few physicians have treated inebriety by hypnotism with success. The agent seems in skilled hands to change the activity of the brain and alter the desires which arise. Dr. Constock, who has made many cures, gives his method as follows:

On the part of patients I insist that they shall be willing to be hypnotized, and have a desire to fall into a hypnotic sleep. If I notice that the patient falls into a sleep I begin to make suggestions assuring him that he will soon have no more desire for liquor, telling him that it is injurious to him and that it is his deadly enemy. I then say: "I mentally will that he may have sufficient self-control to never touch it again." I also assure him that he will sleep well, but as soon as he wakes to at once think of my suggestion. "I now ask him, 'Will you try and control yourself and never taste liquor again?'" He gives me his promise. I next tell him that he has made a promise never again to drink liquor, and I expect that he will carefully keep the promise, and if he does he will be not only a reformed man, but a good man. I assure him that this sleep will not wake him out of it, and that he will feel no unpleasant effects from it, and that his fears and nervousness will entirely disappear, and that as soon

as he awakes he will feel like a new man. After a few trials, in many cases the desire for liquor ceases, but it is well to repeat the operation at intervals for several months.—*Public Opinion.*

SHIPPING REPORTS.

Captain Pigot, of the steamship *Phra C. C. Kiao*, from Bangkok, reports having experienced very fine weather.

Captain Harris, of the steamship *Kwangsai*, from Wuhu and Chinkiang, reports:—Moderate winds and fine clear weather.

Captain E. E. McLellan, of the steamer *Wong Koi* from Bangkok to Swatow, reports:—Moderate variable winds; weather, fine and clear.

Captain Peter, of the steamer *Glenfallach*, from Penang and Singapore, reports:—Fine weather, light S.E. to S.W. winds; weather calm and sea smooth.

NOTANDA.

CALENDAR.

JULY.
Meteorological means based on fifteen years' observations to 1898.
Barometer 29.738
Thermometer 81.8
Humidity 83.0
Rainfall 14.210

TO-DAY.
Saturday, 29th July, 1899.

Chinese—22nd of 6th moon of 25th year of Kwang-si.

Sun—Rises 5hr. 31min.
Sets 6hr. 41min.
Moon—Last Quarter 5hr. 19 p.m.
High water—Morning 1hr. 30min.
Afternoon 2hr. 41min.
Low water—Morning 7hr. 30min.
Afternoon 7hr. 25min.

ANNIVERSARIES.

1588—The Spanish Armada dispersed by the British Fleet.

1858—Treaty between United States and Japan signed.

1869—Great earthquake at Komamoto, Japan.

1894—Defeat of the Chinese by the Japanese at Yachuan.

1896—Severe typhoon in Hongkong and Macao; great damage to house property.

TO-MORROW.

Sunday, 30th July, 1899.

Chinese—23rd of 6th moon of 25th year of Kwang-si.

Sun—Rises 5hr. 32min.
Sets 6hr. 40min.
Moon—Last Quarter 5hr. 20 p.m.
High water—Morning 1hr. 30min.
Afternoon 2hr. 41min.
Low water—Morning 7hr. 30min.
Afternoon 7hr. 25min.

ANNIVERSARIES.

1830—French Revolution.

1836—Severe typhoon at Macao.

1874—British barque *Caroline Hutchings* lost off Takao.

1898—Prince Bismarck died.

AGENDA.

TO-MORROW.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m., 11 a.m., 5 p.m., Evensong, 5.45 p.m.

Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

Union Church.—Services, 11 a.m. and 6 p.m.

German Bethesda Chapel, West Point.—Morning Service, 11 a.m.

St. Francis Church, Wanchai.—Mass (Chin.), 6 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.

Wesleyan Methodist Church.—Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Seamen's Church.—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILED DUE.

French (*Ernest Simons*) to-morrow.

Indian (*Kwangsai*) 1st prox.

Canadian (*Empress of China*) 2nd prox.

American (*City of Rio de Janeiro*) 4th prox.

American (*Nippon Maru*) 6th prox.

American (*Coptic*) 13th prox.

Tacoma (*Olympia*) 17th prox.

American (*America Maru*) 23rd inst.

The Canadian Pacific Railway Co.'s steamer *Athenian* arrived in New York on the 24th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* arrived in New York on the 27th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* left Yokohama for Vancouver on Friday afternoon the 28th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* from Vancouver and usual ports arrived at Shanghai 5 a.m. on Saturday the 29th inst., and left same day 2.30 p.m. for Hongkong, where she is due to arrive 3 a.m. Tuesday the 1st August.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isa de Cuba at Kowloon Dock.

Isa de Luzon " "

H.M.S. *Itandy* " "

Chelydron " "

Hailong " "

Agnes " "

D. Juan d'Assis Cosmopolitan.

Deventer " "

PASSED THE CANAL.

Outward—23rd June—*Nepheus*, 27th June—*Nepheus*, 30th June—*Formosa*, 1st July—*Formosa*, 4th July—*Pilgrim*, 7th July—*Ernest Simons*, 11th July—*Bennhor*, 14th July—*Canito*, 17th July—*Salasie*, 21st July—*Salasie*, 24th July—*Salasie*, 27th July—*Salasie*, 30th July—*Salasie*, 31st July—*Salasie*, 1st Aug.

Homeward—18th July—*Jawa*, 21st July—*Ceylon*, 24th July—*Thordis*, 27th July—*Thordis*, 30th July—*Thordis*, 31st July—*Thordis*, 1st Aug.

Arrivals.

Glenfallach, British steamer, 1.45 p.m. 29th July, Penang and Singapore.

Kwangsai, British steamer, 2.45 p.m. 29th July, Penang and Singapore.

Wong Koi, British steamer, 3.45 p.m. 29th July, Penang and Singapore.

Phra C. C. Kiao, British steamer, 4.45 p.m. 29th July, Penang and Singapore.

Glenfallach, British steamer, 5.45 p.m. 29th July, Penang and Singapore.

HANOI, French steamer, 7.05 p.m. 29th July—Haiphong and Hanoi. 48th July, General—A. R. Marty.
WONOKOT, British steamer, 1.15 p.m. 29th July—Bangkok 2.15 p.m. 29th July—Bangkok 3.15 p.m. 29th July—Bangkok 4.15 p.m. 29th July—Bangkok 5.15 p.m. 29th July—Bangkok 6.15 p.m. 29th July—Bangkok 7.15 p.m. 29th July—Bangkok 8.15 p.m. 29th July—Bangkok 9.15 p.m. 29th July—Bangkok 10.15 p.m. 29th July—Bangkok 11.15 p.m. 29th July—Bangkok 12.15 p.m. 29th July—Bangkok 1.15 p.m. 30th July—Bangkok 2.15 p.m. 30th July—Bangkok 3.15 p.m. 30th July—Bangkok 4.15 p.m. 30th July—Bangkok 5.15 p.m. 30th July—Bangkok 6.15 p.m. 30th July—Bangkok 7.15 p.m. 30th July—Bangkok 8.15 p.m. 30th July—Bangkok 9.15 p.m. 30th July—Bangkok 10.15 p.m. 30th July—Bangkok 11.15 p.m. 30th July—Bangkok 12.15 p.m. 30th July—Bangkok 1.15 p.m. 31st July—Bangkok 2.15 p.m. 31st July—Bangkok 3.15 p.m. 31st July—Bangkok 4.15 p.m. 31st July—Bangkok 5.15 p.m. 31st July—Bangkok 6.15 p.m. 31st July—Bangkok 7.15 p.m. 31st July—Bangkok 8.15 p.m. 31st July—Bangkok 9.15 p.m. 31st July—Bangkok 10.15 p.m. 31st July—Bangkok 11.15 p.m. 31st July—Bangkok 12.15 p.m

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SENDAI MARU	VLADIVOSTOCK, VIA SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHENULPO & NAGASAKI.	THURSDAY, 3rd August, at Noon.
MIKE MARU	KOBE and YOKOHAMA	THURSDAY, 3rd August, at 4 P.M.

* Cargo and Passengers for VLADIVOSTOCK will be forwarded on from NAGASAKI by S.S. "KOSAI MARU."

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 26th July, 1899.

[6]

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA.
(DIRECT WITHOUT TRANSIT.)
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH AND SOUTH AMERICAN PORTS up to CALLAO, AND
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.
*DOMENICO BALDUINO 5th August.
*SINGAPORE 2nd September.
*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.
For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO., Agents.

7312]

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898.

[1399]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO., LIMITED, having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES.
H. RUTTONJEE,
Eight Street, Kowloon.

Hongkong, 3rd May, 1899.

6104

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS SILVER SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches, and the highest Prices at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPECTACLES.
Nos. 41 & 43, Queen's Road Central.

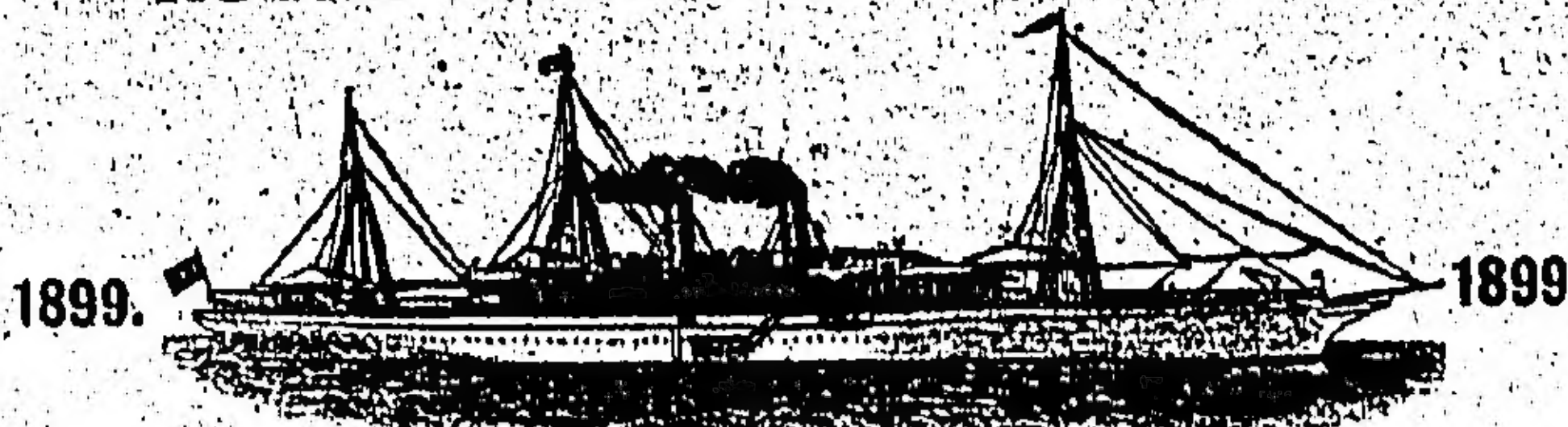
LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO., LTD., DUNLOP TYRES, BICYCLES—PRICE, \$160.
A special reliable Watch made for this Climate.
Quality A \$16
Quality B \$12
10, QUEEN'S ROAD, CENTRAL
Opposite the Telegraph Office.

KUN & KOMOR.

JAPANESE FINE ART CURIOS.
21 & 23, QUEEN'S ROAD, HONGKONG.
35, WATER STREET, YOKOHAMA.
30, DIVISION STREET, KOBE.
Hongkong, 15th March, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed, 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 9th Aug., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 30th Aug., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 27th Sept., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 19th July, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Sunday, 6th Aug., at Daylight.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

THE Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SUNDAY, the 6th August, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th July, 1899.

[1310]

Hotel.

WINDSOR HOTEL,
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

FOR NEW YORK
THE 313 A. T. American Ship
"CHALLENGER" will leave here for the above port on 31st July, 1899.
For Freight apply to
ARNOLD, BARBER & CO.
10, PRAYA CENTRAL.

Hongkong, 18th July, 1899.

Mails.

NORDDEUTSCHER
LLOYD.

(Freight Service.) (East Asiatic Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA
LINE.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight
E. RICKMERS	CALCUTTA and HAMBURG.	2nd August.	Freight.
H. Jacobs	(LONDON with transshipment in HAMBURG)	About 6th August.	Freight and Passage.
*SILESIA	HAVRE and HAMBURG.	About 17th August.	Freight.
Behrens	(LONDON with transshipment in HAMBURG)	About 31st August.	Freight.
WITTENBERG	HAVRE and HAMBURG.	About 31st August.	Freight.
Madsen	(LONDON with transshipment in HAMBURG)	About 6th September.	Freight.
ALESIA	HAVRE and HAMBURG.	About 6th September.	Freight.
Knuth	(LONDON with transshipment in HAMBURG)	About 13th September.	Freight.
SAXONIA	HAVRE and HAMBURG.	About 13th September.	Freight.
Krech	(LONDON with transshipment in HAMBURG)	About 13th September.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

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CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN FRANCISCO
AND SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carmarthenshire, 1,292 tons, about, July 30.

Carlisle City, 1,302 tons, about, Aug. 15.

Thyra, 1,346 tons, about, Sept. 15.

Belgian King, 1,379 tons, about, Oct. 15.

THE Steamship

"CARMARTHENSIRE," will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 30th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th July, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 12th Aug., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd Oct., at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 12th August, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th July, 1899.

[1310]

NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON.

LAND PASSAGERS AND LUGGAGE.

CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

Prinz Heinrich, Wednesday, 16th Aug.

Preussen, Wednesday, 13th Sept.

Sachsen, Wednesday, 11th Oct.

Bayer, Wednesday, 8th Nov.

König Albert, Wednesday, 13th Dec.

Prinz Heinrich, Wednesday, 27th Dec.

Preussen, Wednesday, 10th Jan.

Karlruhe, Wednesday, 24th Jan.

Sachsen, Wednesday, 7th Feb.

Hamburg, Wednesday, 21st Feb.

Bayer, Wednesday, 7th Mar.

ON WEDNESDAY, the 16th day of Aug., 1899, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain H. Supper, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 14th August, and Cargo and Specie will be received on board, until 5 P.M. on TUESDAY, the 15th August, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 15th August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 19th July, 1899.

[1422]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 22nd Aug., at Noon.

Caithness (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Sept., at Noon.

Dryad (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 16th October, at Noon.

THE Company's Steamship

"COPTIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 22nd August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th July, 1899.

[1310]

Shipping.

STEAMERS.

THE OSAKA SHOSHEN KAISHA.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"TAMSUI MARU."
Captain S. Nagata, will be despatched for the above ports, TO-MORROW, the 30th instant, at daylight.

For Freight or Passage, apply to
MITSUBISHI BUSSAN KAISHA,
Agents.

Hongkong, 29th July, 1899. [962a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE New Steamship

"YANGTSE."
H. Allen, Commander, will be despatched for the above Port, on MONDAY, the 31st instant, at 6 P.M., instead of as previously advertised.

For Freight, apply to
SHEWAN TOMES & CO.

Hongkong, 26th July, 1899. [785a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"DIOMED."
Captain Goodwin, will be despatched as above on MONDAY, the 31st instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th July, 1899. [921a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's New Steamship

"DIAMANTE."
Captain G. A. Taylor, will be despatched for the above port, on TUESDAY, the 1st August, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.

Hongkong, 27th July, 1899. [972a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHANGSHA."
Captain Moore, will be despatched on SUNDAY, the 6th August, at daylight.

The attention of Passengers is directed to the Superior Accommodation offered by this steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 21st July, 1899. [953a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"INDRALEMA."
Captain Baker, will be despatched as above on or about the 12th August.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 21st July, 1899. [950a]

FOR NEW YORK VIA SUEZ CANAL.
THE British Steamship

"GHAZEE."
will be despatched for the above port on or about the 20th August.

At intervals of 2 weeks.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 27th July, 1899. [908a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"CHINGWO."
H. Harris, Commander, will be despatched as above on or about the 3rd September.

For Freight, apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 28th July, 1899. [975a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN & Co.—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.
THE Full-powered Steamship

"PISA."
will be despatched as above on or about the 15th September.

The Steamer has Superior Accommodation for First and Second class. Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 18th July, 1899. [938a]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 60, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

By F. SKERTCHLY,
Manager.

Hongkong, 18th July, 1899.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENVENUE"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st instant, at 2 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 24th July, 1899. [966a]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PRINZ HEINRICH."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st August, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 1st August, and THURSDAY, the 3rd August, at 9.30 A.M.

All Claims must reach us before the 11th August, or they will not be recognized.

Bills of Lading will be countersigned by the Undersigned.

No Fire Insurance has been effected.

MELCHERS & Co.,
Agents.

Hongkong, 25th July, 1899. [942a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"FORMOSA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Madras, &c., *ex S.S. Lodianna*.

Optional Goods will be landed here unless instructions are given to the contrary before TO-MORROW.

Goods not cleared by the 2nd August, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 27th July, 1899. [5]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship

"GLENGARRY."

having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd August, will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 28th July, 1899. [973a]

THE LEADING CATERERS.

COMPARE OUR

MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [39]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST

PREVENTANT

AVOID ALL RISK OF OUTBREAK BY

W. G. HUMPHREYS & Co.,
Bull Building.

Hongkong, 2nd March, 1895.

Intimations.

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORE.

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising. For Scrophulous, Scurvy, Eczema, Skin and Ulcers, Rheumatism, Pimples, and Sore of all kinds, it is a never-failing and permanent Cure. It Cures Old Sores, Cures Sores on the Neck, Cures Sore Legs, Cures Headaches or Pimples on the Face, Cures Scrophulous Swellings, Cures Ulcers, Cures Blood-poisoned Skin Diseases, Cures Rheumatism, Cures Gout, Cures Dropsy, Cures Dropsy of the Lungs, Cures Dropsy of the Liver, Cures Dropsy of the Stomach, Cures Dropsy of the Intestines, Cures Dropsy of the Bladder, Cures Dropsy of the Uterus, Cures Dropsy of the Vagina, Cures Dropsy of the Prostate, Cures Dropsy of the Seminal Vesicles, Cures Dropsy of the Testes, Cures Dropsy of the Epididymis, Cures Dropsy of the Spermatic Cord, Cures Dropsy of the Scrotum, Cures Dropsy of the Penis, Cures Dropsy of the Urethra, Cures Dropsy of the Vagina, Cures Dropsy of the Uterus, Cures Dropsy of the Prostate, Cures Dropsy of the Seminal Vesicles, Cures Dropsy of the Testes, Cures Dropsy of the Epididymis, Cures Dropsy of the Spermatic Cord, Cures Dropsy of the Scrotum, Cures Dropsy of the Penis, Cures Dropsy of the Urethra, Cures Dropsy of the 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